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CLASSIFICATION SECRET

SECURITY INFORMATION
REPORT NO. [REDACTED]

25X1A

COUNTRY East Germany

Unoccupied Airfields in East Germany

25X1X

EVALUATION [REDACTED]

PLACE OBTAINED [REDACTED]

25X1C

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DATE OF CONTENT [REDACTED]

DATE OBTAINED [REDACTED]

DATE PREPARED

29 July 1953

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

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REMARKS [REDACTED]

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1. Dabern-Gahro airfield. The airfield was unoccupied on 22 April and 15 May 1953. Construction work, which was observed on the northern edge on 22 April, was no longer under way on 15 May. On the construction site only the traces of excavation work were observed.

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2. Forkheide airfield. On 7 March 1953, the field was not occupied and no construction work or other activity was observed.

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3. Bredow airfield near Nauen. On 12 April 1953, no aircraft or personnel were stationed at the former alternate airfield. The landing field had a firm grass cover on clay soil. Farmers stated that the landing field was used as pasture land. Source believed that the field was serviceable as an alternate airfield. There were no installations available except for a dilapidated wooden hut 3.5 x 3 meters in size.

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4. Bronkow airfield. The field was unoccupied on 8 April and 3 May 1953. Cattle was grazing there on 3 May. The former buildings were destroyed and no construction work was under way. [REDACTED]

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5. Finow-North airfield. On 14 April 1953, 8 biplanes were counted on the landing field.²

6. Guestrow airfield. Neither aircraft nor Soviet or VP soldiers were observed at the field on 20 April and 19 May 1953. The sodded landing field was in poor condition. The former buildings on the southern edge of the field were destroyed.

7. Kyritz-Stolpe airfield. The airfield about 4 km. north-northeast of Kyritz and about 750 meters north of Stolpe was not occupied on 14 April 1953. In early March, however, biplanes had been stationed there. Jeep [REDACTED] left the field on 14 April.³

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CLASSIFICATION SECRET

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- 2 -

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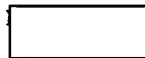
8. Oschatz airfield. Between 1 and 25 April 1953, source observed that about one fourth of the landing field was under cultivation. There were no indications that the field was used as an airfield. Three hangars were available.
9. Perleberg airfield. No indications of intended reconstruction work at the field for air-force purposes were observed up to 1 June 1953. On 1 June 1953, only a guard detail of the army unit which was transferred to Schweinrich troop training grounds was stationed at the field. 4
10. Flauen airfield. On 18 January 1953, the exact boundaries of the field could not be observed because of the snow cover. It was determined, however, that most of the field was used for cultivation. All military installations at the field were destroyed, except for the former flying school with quarters for about 300 men, which were in good condition. Reconstruction work was done both on a storage building, which had burnt down after the collapse, and on a motor-vehicle hall with four large gates, located just north of Flauen-Syren road. Ten VP men with green epaulets were quartered in the barracks area. They were border police, according to local residents.
11. In early March 1953, the area of the former airfield near Flauen was blocked by Russians and the owners of the allotments on the field were not allowed to enter their plots. During the second half of March, a radio installation, consisting of a mast about 9 meters high and three trucks, was established on the former airfield 300 meters north of the road. On top of the mast there was a rectangular antenna and directly underneath the antenna were three vertical rods.
12. Senftenberg airfield. On 28 March 1953, the field was not occupied or guarded. The grass cover was in very good condition. Source believed that the field was serviceable as an alternate airfield. No quarters were available. A signboard posted by the police administration indicated that the field was off limits.
13. Wismar airfield. Prior to 14 May 1953, there were no indications of intended reconstruction work at the field. Up to 24 April, the landing field was used as training field for shooting with live ammunition by the units quartered in the Flak Kaserne. After 25 April, the field was not used. 5
14. The airfield, which was surrounded by fields and gardens to the west, south, and east, was not occupied by aircraft or personnel on 29 March. Its sodded landing field, about 500 meters square, was in good condition and, as local residents stated, was used as pasture land. The area was not serviceable as an alternate airfield because it was covered with several bomb craters filled with earth which had settled and thus formed depressions. No installations were observed except for the demolished hangars in the northeastern section of the field. The area of the field was not surrounded by a fence nor guarded by sentries.

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
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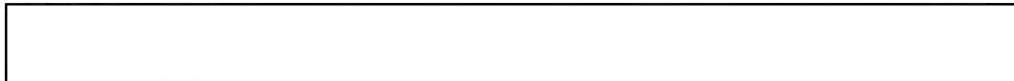
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2.  Comment. The aircraft probably belong to the headquarters of an army in Eberswalde.




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4.  Comment. Prior to mid-April 1953, Perleberg airfield was occupied by units of the 18th Mecz Div which now are stationed at Schweinrich troop-training grounds.

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5.  Comment. The Flak Kaserne is occupied by two regiments of the 94th Gds Mtz Rifle Div.

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